

# The Hongkong Telegraph.

ESTABLISHED 1881.

JONES & TAYLOR,  
Sloopers and Contractors.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD., LONDON.  
DODWELL & CO., LIMITED,  
General Managers.  
THIRTY DOLLARS  
PER ANNUM.

NEW SERIES No. 1390. 日九初月一十年五十二精光 MONDAY, DECEMBER 11, 1899.

一拜禮 號一十月二十英港香

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 12,000,000  
CAPITAL UNCALLED ..... 12,000,000  
RESERVE FUND ..... 7,500,000.

Head Office—YOKOHAMA.

Branches and Agents:  
TOKIO ..... KODE,  
NAGASAKI ..... LONDON,  
LYONS ..... NEW YORK,  
SAN FRANCISCO, HONOLULU,  
BOMBAY ..... SHANGHAI,  
TIENSHIN.

LONDON BANKS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARR'S BANK, LTD.  
THE UNION BANK OF LONDON, LTD.  
HONGKONG AGENCY—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" 6 " 4 "  
" 3 " 3 "  
" S. CHOH,

Hongkong, 4th October, 1899. [382]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq.  
Chow Tung Shing, Esq. | Kwan Hoi Chuen, Esq.  
D. Gellies, Esq. | J. T. Lauts, Esq.,  
Chief Manager.  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 30th May, 1899. [383]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £300,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.  
" 6 " 3 "  
" 3 " 2 "

T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, 30th May, 1899. [384]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.  
Branches and Agents:  
CANTON ..... PEKING,  
CHEFOO ..... SINGAPORE,  
CHINKIANG ..... SWATOW,  
FOOCHOW ..... TIENSIN,  
HANKOW.

The Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities,  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS  
3% per Annum Fixed Deposits for 3 months.  
4% " " 6 "  
5% " 12 "

E. W. RUTTER,  
Acting Manager.

Hongkong, 21st November, 1899. [385]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$1,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
R. M. GRAV, Esq., Chairman.  
N. A. SIEBS, Esq., Deputy Chairman.  
David Meyer Moses, Esq.

E. Goetz, Esq. | A. McConachie, Esq.  
A. Haupt, Esq. | A. J. Raymond, Esq.  
R. H. Hill, Esq. | F. Schles, Esq.  
The Hon. J. J. Newick | R. Sheppard, Esq.

CHIEF MANAGER—Sir THOMAS JACKSON.

MANAGER:  
Shanghai—J. P. WADE GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per Cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 3% per Cent. per Annum.  
For 6 months, 3% per Cent. per Annum.  
For 12 months, 4% per Cent. per Annum.

THOMAS JACKSON,  
Chief Manager.

Hongkong, 16th October, 1899. [386]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ Per  
Cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1899. [387]

## Intimations.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS  
PLYMOUTH, &c., Japan ..... G. K. Wright, R.N.R. .... 16th Dec. Freight or Passage.  
LONDON ..... Socotra ..... T. H. Hide, R.N.R. .... About 28th Dec. ... Freight only.  
LONDON, &c., Coromandel\* F. W. Vibert, R.N.R. .... Noon, 23rd Dec. ... Freight or Passage.  
SHANGHAI ..... Massilia ..... C. Gadd ..... About 23rd Dec. ... Freight or Passage.  
(See Special Advertisement.)

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 11th December, 1899. [388]

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINAGORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES,  
GENOA, ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANT, BLACK SEA AND BALTIc PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

### PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS SAILING DATES.  
KONIG ALBERT ..... WEDNESDAY, 13th December.  
PRINZ HEINRICH ..... WEDNESDAY, 27th December.  
PREUSSEN ..... WEDNESDAY, 10th January.  
KARLSRUHE ..... WEDNESDAY, 24th January.  
SACHSEN ..... WEDNESDAY, 7th February.  
OLDENBURG ..... WEDNESDAY, 21st February.  
BAVARIA ..... WEDNESDAY, 7th March.  
STUTTGART ..... WEDNESDAY, 21st March.  
KONIG ALBERT ..... WEDNESDAY, 4th April.  
WEIMAR ..... WEDNESDAY, 18th April.  
PREUSSEN ..... WEDNESDAY, 2nd May.  
HAMBURG (Hamburg Amerika Linie) ..... WEDNESDAY, 16th May.  
PRINZ HEINRICH ..... WEDNESDAY, 30th May.

ON WEDNESDAY, the 13th day of December, 1899, at NOON, the Steamer "KONIG  
ALBERT," of the NORDDEUTSCHER LLOYD, Captain O. Cüppers, with MAIls,  
PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES  
and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th December, Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 12th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

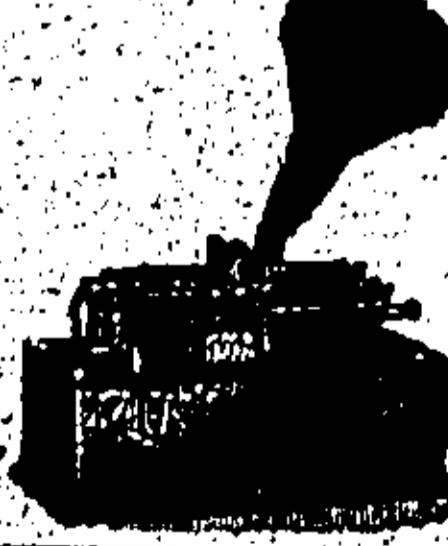
MELCHERS & CO.,  
AGENTS.

Hongkong, 17th November, 1899. [389]

NEW ROOMS  
At Moderate Daily Rates.

HONGKONG HOTEL

## PHONOGRAPHS.



THE NEW HOME PHONOGRAPH  
(GENUINE EDISON) WITH FITTINGS.  
PRICE \$80.

LANE, CRAWFORD & CO.

Ed. S.S. KAMAKURA MARU."

A NEW STOCK OF  
TRIMMED HATS AND BONNETS.  
LATEST PARISIAN AND LONDON FASHIONS.

ALSO A CHOICE SELECTION OF

BALL DRESS TRIMMING.

W. POWELL & CO.,  
Immediately Opposite P.O., 1st floor.

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## Intimations.

## SALES

ACCELERATED by Competition and POPULARITY,

DAILY INCREASING

ON ACCOUNT OF

UNIFORM QUALITY,

AND

PERMANENCY

OF RESULTS.

TERMS FROM

Watkins, Son & Co.

Sole Consignees,

SCHLITZ BEER.

THE PUNJOM MINING COMPANY,  
LIMITED.

### NOTICE.

SHAREHOLDERS in the above Company  
are hereby notified that the MEETING  
advertised for WEDNESDAY, the 13th  
December, 1899, will NOT take place.

By Order of the Board of Directors,  
W. H. GASKELL,  
Acting Secretary.

Hongkong, 9th December, 1899. [392]

THE GREAT EASTERN AND CALE-  
DONIAN GOLD MINING  
CO., LIMITED.

### RECONSTRUCTION.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the OLD COMPANY  
are reminded that unless they apply for  
SHARES in the NEW COMPANY on or before  
the 15th instant, they will FORFEIT their  
right to any Shares in the New Company.

Applications should be sent in at once to  
the Undersigned, from whom Forms can be  
obtained.

Dated the 5th Day of December, 1899.

LUTGENS, EINSTMANN & CO.,  
General Agents.

### TUITION IN DANCING.

R. A. HAHN'S DANCING CLASSES  
will re-commence on 1st November next.  
Intending Pupils are respectfully requested  
to send their Applications Early in order that  
Time and Terms may be arranged.

A. HAHN,  
No. 10, Ice House Street.

Hongkong, 21st October, 1899. [393]

VICHY WATER.

CELESTINS.



Telephone  
75.

JUST LANDED.

A FRESH SUPPLY OF

THIS WELL KNOWN AND EXCELLENT WATER.

CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS.

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## ENGLISH ALES.

IND COOPES per Cask of 8 doz. Pts. ... \$15

BASS Do. ... \$17

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 6th December, 1899. [395]

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB  
will give TWO PERFORMANCES

of the LAUGHABLE FARCE entitled

"MOTHER-IN-LAW"

To-day's  
Advertisements.

GOVERNMENT NOTIFICATION.  
No. 678.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department; on MONDAY, the 18th day of December, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.  
Hongkong, 2nd December, 1899. [1541a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of December, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upper Price.
1	1541a	Queen's Road East (near Tai Wong Temple)	15' 16" 60' 60' 900' 14'	1,140	*	*
2	1542					

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.  
\$5 per Cask of 375 lbs. Net ex Godown,

SHEWAN, TOMES & CO., General Manager.  
Hongkong, 11th December, 1899. [1534]

NOTICE.

THE inspection of the Imperial German Mail Steamer "KOENIG ALBERT" has been POSTONED INDEFINITELY on account of her late departure from Shanghai. MELCHERS & CO., Agents.

Hongkong, 11th December, 1899. [1540]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.  
THE Company's Steamship.

"HAIMUN."  
Captain Hodgins will be despatched for the above Port, on THURSDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to:  
DOUGLAS LAPRAK & CO., General Managers.  
Hongkong, 11th December, 1899. [1536a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship.

"LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 15th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to:  
JARDINE, NATHSON & CO., General Managers.  
Hongkong, 11th December, 1899. [1533a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship.

"SUNGKIAN," Captain Moore, will be despatched as above on SATURDAY, the 16th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to:  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 11th December, 1899. [1537a]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMoy AND TAMSUI.  
THE Company's Steamship.

"TAMSUI MARU," Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to:  
MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 11th December, 1899. [1538a]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).  
(Not calling at LONDON.)

THE Company's Steamship.

"TANTALUS," Captain Bartlett, will be despatched on FRIDAY, the 22nd instant.

Taking Cargo to LIVERPOOL at LONDON Rates.

For Freight, apply to:  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 11th December, 1899. [1466a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship.

"DIOMED," Captain Goodwin, will be despatched on TUESDAY, the 9th January.

For Freight, apply to:  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 11th December, 1899. [1538a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship.

"ANTENOR," Captain Jackson, will be despatched on TUESDAY, the 23rd January.

For Freight, apply to:  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 11th November, 1899. [1539a]

To-day's  
Advertisements.

"What  
to give."

is the question of the hour. The best gift for your wife is a Policy of Life Assurance. Clothes will wear out. A piano will get out of tune. Jewelry will become old fashioned. Brisa-Bras will break. Most things deteriorate with age, BUT NOT A POLICY OF LIFE ASSURANCE, the older it gets the more valuable, it becomes.

THE EQUITABLE  
LIFE ASSURANCE SOCIETY  
OF THE  
UNITED STATES.

"Strongest in the World." Apply (stating your age) for Particulars of the "Guaranteed Cash Value Policy" to the Society's Branch Office, No. 9, Praya, Hongkong.

F. KIENE,  
Acting Manager.  
Hongkong, 11th December, 1899. [1532a]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

FROM the 13th instant until further notice (about 2 weeks), sunken obstructions will be laid to the North and South of Stone Cutters' Island.

The obstructed area to the North of Stone Cutters' Island will extend right across and will be within lines drawn from the most northern point of the island to the Watering Pier at Ly-chee-lok, and from the Government Pier on the North shore near the Magazines in an N.E. direction to the mainland.

To the South of Stone Cutters' Island the southern limit of the obstructed area will be a line between two buoys carrying red flags and about 500 yards North of the fairway. Lines true North from these buoys to Stone Cutters' Island will give the eastern and western limits of the obstructed area.

Vessels and junks are prohibited from anchoring in the obstructed areas.

For purposes of navigation the sunken obstructions may be considered as reducing the depth of water shown on the chart by eleven feet.

R. MURRAY RUMSEY,  
Reid, Condray, R.N.  
Harbour Master, &c.

Harbour Department, Hongkong, 9th December, 1899. [1542a]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*, and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the full names and addresses of the writers, not necessarily for publication; but no evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interest, such as distinctly understand that the Editor will not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than Three o'clock as so not to retard the early publication of the paper.

Advertisers will be supplied with a copy of the paper for their information, and will be charged accordingly.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

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# THE HONGKONG TELEGRAPH, MONDAY, DECEMBER 11, 1890.

tions held by them were remarkably well selected. The "cease fire" sounded a little before six and, we believe, the decision arrived at was that an attack on the Peak from the south side of the Island would be quite hopeless of success.

The General with his Staff viewed the operations and afterwards expressed himself as highly pleased with the keenness shown by the citizen soldiers. The following officers acted as umpires: Colonel Fraser, R.A., Major McMahon, R.W.F., Major Cole, A.S.C., Captain Mould, R.E., and Captain Herzer H.K.R.

At the conclusion, the Volunteers formed up at the Tram Station and Major Chapman gave permission to the gunners to select their own road down to Head Quarters. Lt. Slade, who last year had tried the Peak road, when he had to men on his guns, wisely elected to take the Magazine Gap road, which, though longer, is decidedly the easier. Some of the more venturesome, under Lt. Armstrong and B.S.M. Kennett assayed the steeper one and had quite a job holding back their guns, one gun did take charge and precipitated a gunner over the cliff, but with the exception of a slight gravel rash on the face and knees, he sustained no damage. The Sikhs had their guns taken up and brought down for them.

## HONGKONG VOLUNTEER CORPS.

The following extracts from the reports of the camp of Instruction are taken from the report which appeared in Saturday's *Gazette*:

### REPORT FROM THE COMMANDANT, TO THE D.A.A.C.

Out of a total strength of 24 Officers, 282 N.C. Officers and men, and 115 enrolled boys, 21 Officers, 241 N.C. Officers and men, and 100 boys attended the camp of Instruction, for periods varying from 1 to 10 days, between the dates 20th to 30th October, 1890.

Conduct.—The behaviour in camp was all that could be desired. The attendance at drills was good throughout, and thorough attention paid to the instruction given.

The shooting of the Field Battery was good and great attention was paid to fire discipline, which shewed a marked improvement towards the end of the camp.

In the Machine Gun Companies as much time as possible was devoted to gun drill and fire discipline. Gun practices were held on three separate occasions with instructions in clearing jams, &c.

"A" Machine Gun Company shot well and showed a good knowledge of fire discipline.

In the competition at the end of the course held at Lai-Chi-Kok on Saturday, the 28th October, the following marks were obtained. The target consisted of 33 targets of varying sizes representing a column advancing with its front covered by skirmishers. Range about 950 yards:—

### "A" COMPANY.

Targets hit ..... 24

Hits on targets ..... 162

Marks for fire discipline... 40 out of 50

### "B" COMPANY.

Targets hit ..... 23

Hits on targets ..... 145

Marks for fire discipline... 25 out of 50.

### "C" COMPANY.

Targets hit ..... 15

Hits on targets ..... 128

Fire discipline..... 25 out of 50

From the above it will be seen that "A" company proved itself the best at shooting and fire discipline, but I consider that "B" and "C" companies also did extremely well taking into consideration that they have only been formed during the last 6 months.

These two companies shew the greatest interest in their work and I have small doubt but that in the course of the next year they will be on an equal footing with "A" Company.

Infantry.—The Infantry Company, being rather few in numbers were combined for drill purposes with the "E" Engineer Company, which is similarly armed with rifles. I consider that the Infantry Company will in the course of the next year become a most efficient Unit. They are under the instruction of a very able Non-Commissioned officer from the Royal Welch Fusiliers and shew the greatest interest and keenness in their work. A large number of the men of this Company are old volunteers, having served in Volunteer Battalions in England and elsewhere.

Report on the Instruction of "E" Engineers Company by Lieut. Baghnan-Wilde, R.E.

They were instructed in their duties as Infantry with "D" Company and were most assiduous and painstaking. They shewed a most marked improvement by the end of the course.

A recruits' course of musketry was carried out by all Units but owing to the small amount of S.A. Ammunition allowed to the Corps in Part 1, Schedule 15, of the Volunteer Regulations a further course could not be carried out. I would suggest that the allowance of S.A. Ammunition should be in future provided on the following scale:—

Per recruit ..... 28 rounds

Per efficient ..... 75 rounds

This does not alter the present rate, per efficient, but is merely asking for an allowance for recruits, there being no such provision at present.

On the 25th October a night attack was made on the camp at Stonecutters' and afforded the officers and men very useful instruction. I attach a report from Major A. Chapman, O.C. Field Battery.

### LIEUT. BAGHAN WILDE'S REPORT ON THE ENGINEERS.

*Engine Drivers.*—No. enrolled, 10; No. of attendances, 114. No. of practices, 19; average percentage of attendances, 75.8. No. qualified, 10. The number included one officer. One man commenced on the fifth practice.

*Electricians.*—No. enrolled, 10; No. of attendances, 114. No. of practices, 19; average percentage of attendances, 47.9. No. qualified, 7. One man never attended at all. One man commenced on the ninth practice.

All those in this table marked as qualified are capable of taking charge and working any portion of the defence lights under the supervision of one R.E. Non-Commissioned Officer who would be in charge of one section.

The course has consisted of practice in running the lights and in lectures on the principles of working.

The Engine Drivers are by far the best all round.

Lieutenant Mitchell has been through a course of Engine Driving and has had practice in directing the lights from O.C.S.M.'s Station. He will also be put through a course of Electric Lighting.

The 2 Non-Commissioned Officers (Sergeant Graham, Electrician, and Corporal Warwick, Engine Driver) have done very well, and I have the highest opinion of them in every way.

At present no qualification reports have been issued. It is proposed to do this shortly.

After a man is qualified he will have to attend, if an Electrician, 1 practice every 2 months; if an Engine Driver, 1 practice every 6 months.

As a Company, I think that they will be invaluable to us on mobilization, as we shall be able to depend on them for relief on the Electric Light Work.

### REPORT OF MAJOR CHAPMAN.

Sir—I have the honour to report on the work of the Field Battery during the recent camp of Instruction at Stonecutters' Island.

2. The Camp opened at 5 p.m. on Friday, October 20th, and closed at 8.30 a.m. on Monday, October 30th.

3. I attach a statement of the various drill and parades during the Camp.

4. Gun practices took place on Wednesday, 25th, from Stonecutters' over a Sea range, and Saturday, 26th, over a Land range from a point near the old Customs Station at Lai-Chi-Kok.

5. Instruction in gun-laying was given daily, and evoked great interest and much competition. A very marked improvement has latterly taken place in laying. The excellent results of the course of instruction were to be observed at the practice on 28th, when the laying could hardly have been better. Six additional men qualified as gun-layers during the Camp.

6. The Battery formed part of the defence during the attack on Stonecutters' Island and the Mine Fields on the 26th, and displayed great keenness in the operations, and intelligence in carrying out the various orders.

7. During the very limited time set apart for the Battery, 33 men were put through the recruit's course of Musketry.

8. The attendance was exceedingly good; our total strength of 85 of all ranks, no less than 87 were present in camp for periods varying from 3 to 10 days.

9. The average daily attendance was 60.

10. The conduct of the Battery was excellent.

11. I wish to record the indebtedness of the Battery to the Adjutant, Captain Bland, R.A. It was principally due to that Officer's example and his untiring energy that the success of the camp was assured.

### REGATTA NOTES BY OARSMAN.

The Regatta is now close at hand and training has been very brisk for the last three weeks, with the exception of one or two the crews are doing fairly well. For the Chairman's Challenge Cup 5 crews have entered, viz:—

#### Kornblume Rose.

E. Herbst (Capt.) J. A. Fredericks (Capt.)

J. Hance A. E. Asgar

J. Miller O. J. Ellis

F. M. Pereira A. Humphreys

#### Leek Thistle.

A. E. Alves (Capt.) W. A. Stapani (Capt.)

W. S. Bailey H. W. Kennett

V. Watson R. Lapsley

A. J. Mackie D. F. Bain

#### Shamrock.

A. A. Alves (Capt.)

C. E. Hance

F. H. Hyndman

H. A. Seth

The above are very evenly matched and there is very little to choose between them. The Leek stroked by A. E. Alves seems to be the strongest crew and should win this race, but I fear Kornblume will give the Leek a very hard race for first honours. I regret to see the Shamrock stroked by A. A. Alves, winner of '97 and '98 has only been out three times since the crews were picked. This crew was my fancy a few weeks ago but now I am afraid that bow and No. 2 (who are the weak men in the boat) will not be able to last the distance. If they intend to win this race they must stick in hard and do justice to stroke, still there is no reason why this crew should not win. (But in 'Alves, strength might do it.) The Rose has been doing very well lately but No. 3 is weak. I was informed that H. W. Kennett has, very kindly, promised Stapani to row in the Thistle in the place of Machado. If this is so, the sooner this crew starts training the better, as I believe they need a lot of hard work to put themselves into form.

Ladies Prize.—I hear that there will be no fewer than three crews from the V.R.C. entering for this race. They will be stroked by Armstrong, Herbst and Alves, and with one or two from the Hongkong Boat Clubs, this race should be a very interesting one, as in my opinion, the crews are very evenly matched.

The Lusitano Cup is to be rowed for, under the same conditions as those of last year. Five crews have entered for this race, viz:—

#### Rose.

A. E. Alves (Capt.) A. A. Alves (Capt.)

Albert Ellis C. E. Hance

F. M. Pereira A. Humphreys

F. D. Bain J. C. Logan

E. Smith (Cox) Thistle.

J. A. Fredericks (Capt.) W. A. Stapani (Capt.)

A. E. Asgar R. Lapsley

F. Garrett H. A. Seth

F. Lammert (Cox) H. M. Bain (Cox)

#### Kornblume.

E. Herbst

J. Hance

J. Miller

A. Mackie

A. White (Cox)

International Challenge Cup.—It certainly looks as if only Scotland and Portugal will be represented in this race. Surely in a British Colony, there should be no difficulty in getting together an Irish or an English crew. I am sure that if they wished, they could put up very strong entries. A very good English crew could be made up of the Brothers Hance, A. Humphreys, J. Danby, or Kenett. The Scotch boat will consist of Armstrong (stroke) McMurtrie (3) Stapani (2) and Ellis (bow) and the Portuguese boat A. Alves (stroke) A. E. Alves (3) Loretto (4) and F. H. Hyndman (bow). No. 3 of the Scotch boat is a new man, but he pulls a very strong oar and is a promising oarsman, the other three are doing exceedingly well. No. 2 of the Portuguese boat is a raw gillie, but he is being carefully coached by the Brothers Alves, who think he will substitute Machado very well. He is rowing a weak oar this year and is very lazy. I hear that stroke is very much disgusted with him. I am afraid this man will give great disappointment to those interested in the crew, as I do not believe he will be able to show the form he did last year and doubt very much whether he will be able to last the distance. If the Portuguese mean to win, they must buck bow up, otherwise it will be a walk over for the Scotch.

For the German Cup (which is to be an open race) I believe the same crews as for the Ladies Prize will compete.

I have nothing more to say in the meantime, probably in my next I shall be able to name the winners.

The Royal Engineers have amalgamated the two companies and are putting in a very strong crew for the military race, and are training both night and morning.

### OARSMAN.

### SOUTH AFRICAN WAR.

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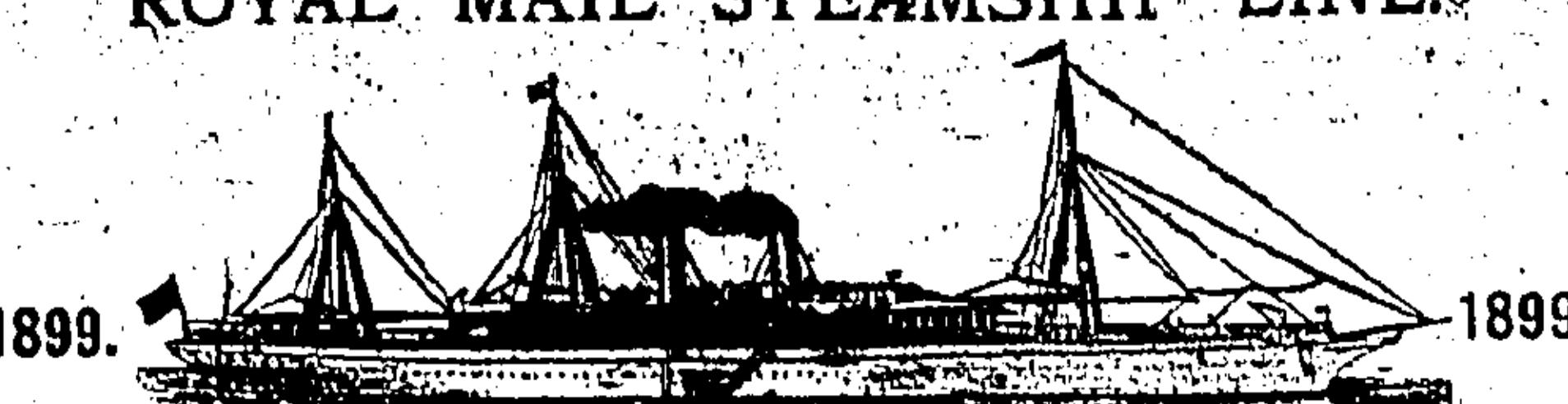
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[1519]

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# THE HONGKONG TELEGRAPH, MONDAY, DECEMBER 11, 1899.

## NURSES FOR SOUTH AFRICA.

Mrs. Richard Chamberlain and Miss Amy Chamberlain, sister-in-law and niece to Mr. Joseph Chamberlain, who have gone out to assist in nursing the sick and wounded, have neither of them had any special training, but both have proved themselves good nurses. Their original idea had been to proceed to Vryburg, and, though not Roman Catholics themselves, to help the nuns in that town. But now it is very probable that they will just go where their help is most needed.

## INDIAN REFUGEES FROM THE TRANSVAAL.

The Clan Line steamer *Clan Graham*, which arrived in Bombay on the 11th November from Delagoa Bay, brought 873 refugees—769 men, 51 women, 29 boys, 10 girls, and 14 infants. Their story is that they were ordered by the authorities in the Transvaal to leave their territory within a week, and to go to Delagoa Bay, where shipping would be provided to take them to India. Three thousand Indians acted up to this order, but the treatment they experienced at the hands of the Portuguese was undesirable in the extreme. Each of them was possessed of several pounds, and they were robbed of nearly all they had. Their women were ill treated at Koomatpoort, in the Transvaal, and at other places. The remaining Indians will arrive within a short time.

## THE RANGOON OUTRAGE CASE.

The orders of the Government of India have now been issued in respect to the conduct of the civil officers who were concerned in the recent Rangoon outrage case. Of the apathy and negligence displayed by them in the investigation of the case it was known that the Government proposed to take serious notice, and an expression of severe censure from the Government of India has been conveyed to the Commissioner of Police, Rangoon, the Cantonment Magistrate and the District Magistrate.

Of course, the full text of the orders must be forthcoming in such a case as this, says the *Rangoon Gazette*. Even the present Viceroy cannot thus publicly censure trusted and experienced officials in Burma without letting the public know the facts on which he bases his conclusions.

## STRANGE FATALITY AT RANGOON.

G. H. Siber, third officer on board the B. I. s.s. *Ellora*, which lies moored to the Botataung buoy, committed suicide this morning by shooting himself through the head. The second officer, Mr. Burgess, who witnessed the act, said that the accused who had been on shore that night, returned on board at 4.30 a.m. He was perfectly sober and went into his cabin and undressed. Mr. Burgess followed him and the deceased, who was in his singlet and pyjamas, asked him to split a soda. Mr. Burgess agreed, and they sat down and got talking about English history. Whilst this conversation was going on, the deceased got up from his chair and took a Snider carbine from the rack. Burgess heard him open and shut the breech block but did not know until afterwards that he had loaded the weapon. Siber then pointed the carbine at Burgess's head and said he would shoot him. Burgess laughed and told him that he ought to shoot a better man. Upon which deceased said: "By God, I will," and instantly putting the muzzle to his forehead over the left eye pulled the trigger. Siber was killed on the spot, the whole of the forehead having been blown away and there being a large hole in the top of the skull. A large portion of his brains was found in a corner. The ball after striking the roof rebounded and went out through the door, cutting a groove in which a man might place his finger in the starboard rail. The cabin, it should be stated, was situated in the centre of the deck aft. Burgess then rushed out and called the chief officer. The deceased, who was 24 years of age, was, we believe, an old Conway boy. Not a suspicion was entertained by any one on the ship that the deceased was wrong in his head, but some days before his death he said to one of the officers that he should like to know what sort of wound a bullet would inflict, and that he should like to see the wounds inflicted on our men in the Boer war. Mr. Burgess evidently had a narrow escape. It may be that the unfortunate officer did not know that the carbine was loaded and supposed he was fooling about with an empty weapon.

Later in the inquiry held by the Western magistrate, Mr. Burgess said that the deceased was a rather a reserved man. He used sometimes to talk about his responsibilities, having a piece dependent on him. The only reason witness could give for the deceased's act was that he used to have fits of depression and was very much disappoined because he was unable to go home. Witness's statement to the magistrate slightly differed from the report he made to the police. In court he said that after deceased had levelled the weapon at him and he had pushed the muzzle away with his hand and told him to shoot a better man, that he then saw deceased raise his hand to the shell, go through motions of loading and then placing the muzzle of the carbine to his forehead, raised it to a horizontal position and fire. Witness thought at first that deceased had fired over his shoulder to startle him, until he saw the blood and the body fall forward.—*Rangoon Times*.

## GOLD MINING ON THE GOLD COAST.

In the report of the Colonial Secretary of the Gold Coast on the colony for the past year reference is made to the growth of the mining industry. Many experienced men with capital have embarked on it, and in regard especially to gold mining the prospects are said to be excellent. Experts with experience in the Transvaal goldfields say that the banket reefs of the Gold Coast are similar but of a higher grade to those of the Transvaal. In the western province there are, it is estimated, about 20 miles of banket formation, and if this area were treated in the same way as similar land in Johannesburg it is believed it would contain 13 million tons of reef, from which gold to the value of 40 millions sterling could be extracted in ten years, with 1,350 stamps and the cyanide process, yielding a profit of one million and a quarter sterling per annum. This would necessitate an initial investment of two millions sterling, and the area is such that 40 companies could work simultaneously. But none of these mines could be worked at the profit mentioned here until the railway now in course of construction is completed, and most of the existing companies are only waiting for this in order to begin work on a large scale. At present the cost of transport ranges from £10 to £50 per ton, and the impossibility of getting up suitable stamp and other machinery prevents the proper working of the mines, but this serious obstacle would disappear with the opening of the railway. In spite of the difficulties, cases are mentioned of companies which have already been very successful.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Bingham, J. E.  
Barker, A. M.  
Baber, Miss Z.  
Blum, M.  
Bird, E. G.  
Bachmann, Mrs. E.  
Bingham, Mrs.  
Bewick, P. M.  
Bouilly, Miss  
Bandara, H.  
Barion, W. T.  
Bekendorff, A.  
Burch, Mrs. C. M.  
Borodoff, H.  
Bowley, C.  
Brown Bros., N. P.  
Brock & Co.  
Blow, T. B.  
Bryant, C. J.  
Buckley, P.  
Butt, W. S.  
Cohen, M. C.  
Calder, Miss  
Cong, G.  
Chubb, A.  
Camillo, C.  
Crowe, Miss P.  
Cooke, D.  
Crook, Miss H. C.  
Charles, W. D.  
Clarke, Miss M.  
Cunningsham, A.  
Duncan, Mrs. J. A.  
Dubbers, A.  
Dalton, E. C.  
Dark Yeona, Mons.  
Deso, D.  
Dawtershaw, Mrs.  
Dorich A.  
Dickie, R.  
Francis, Mr.  
Financk, L.  
Ferrada, A.  
Fondy, C. F.  
Forster, R. C. H.  
Foulds, Dr. and Mrs.  
T. H.  
Fiereman, M. G.  
Glasse, Mr.  
Gait, L.  
Goetz, L.  
Gohde, Mrs. G.  
Grinberg, J.  
Hart, Miss M.  
Harvey, Mrs. C.  
Hudson, Lt. A. K.  
Heinsen & Co., C.  
Hecketh, S. B.  
Harrison, W. H. C.  
Havitt, Maria.  
Hold, J. G.  
Heward, J. C.  
Hutton, S. F.  
Hauimovich, E.  
Iplicjan, S.  
Johnston, A. H.  
Jackson, H.  
Jonas, Miss L.  
Kunkel, M.  
Karmol, J. J.  
Kyngdon, A.  
Lambe, W. P.  
Lawson, H. L. W.  
List of Registered Covers in Posto Restante.  
Antiquaria, Ferriolo.  
Balch, A. W.  
Brosse, I. B. de la  
Cameron, Wm.  
Cunningham, A.  
Chief Engineer Hong-kong Railway.  
Cumpston, W. H.  
Droz, E.  
Dahl, L.  
Falkenflick, S.  
Fehiz, Dr.  
Fakoz, D.  
Forsyth, G. G. S.  
Fontana,  
Grimes, J. H.  
Harding, W. A.  
Hesketh, S. B. (2)  
Hooper, G. W. (4)  
Hyndman, F. H.  
Ismai, Eisle  
Jorge, J. V.  
Jackson, Sergt. C.  
Jones, Dr. Fleming  
Kalander Khan

List of Registered Covers for Merchant Ships.

S.S. *Bombay* ..... Commander.  
S.S. *Changha* ..... C. F. Moule.  
S.S. *Calcha* ..... J. Williams.  
S.S. *Carlisle City* ..... Geo. Croll.  
S.S. *Diamond* ..... J. Fleming.  
S.S. *Fornosa* ..... T. H. Gill. (2)  
S.S. *Loosok* ..... G. Menzies.  
S.S. *Mongkul* ..... James Roberts.  
S.S. *Patroclus* ..... D. Pritchard.  
S.S. *Patroclus* ..... W. R. Wigmore.  
S.S. *Stratoclyde* ..... Chief Engineer.  
S.S. *Sungkang* ..... Capt. T. C. Cumming. (4)  
Ship *Shilla* ..... C. A. Howard.  
S.S. *Tsinai* ..... Fielding.  
Capt. Anderson.

List of unclaimed Telegrams lying in the Joint Telegraph Companies' Offices at Hongkong.

Andow.  
Baur Bayern.  
Childs Hotel.  
Calder Bengibb.  
Collier.  
Caywill.  
Djeholong.  
Goetz Steamship *Chusan*.  
Haydenite.  
Hoeftefei Mansinwoh.  
Kaderbacha.  
Khengkee.  
Kongung Cheong—Wenglock Khye.  
Kwanghapolong.  
Kwongligrum C/o. Yassiamu.  
Mate Ship *Smila*.  
Miss Mitchell on board steamer *Shanghai*.  
Miss Slade *Prins Heinrich*.  
Mohamed Khan.  
Morgan Bayern.  
Poon.  
Quannolung.  
Rennie.  
Robinson.  
Tackseng.  
Thiemonge, Hongkong Hotel.  
Turner.  
Ward Post Office.  
Washing.  
Wilbur.

Wongkum C/o. Chanlyeesang 86 Wellington St.  
Wang Yen Chop Kuan Thai.

Zier vogel Germania.

F. VON DER PFORDTEN,  
Manager in China.

Hongkong Station, 11th December, 1899.

## SHIPPING REPORTS.

Captain R. Johns, of the steamship *Wong*, from Wuhan, via Chinkiang, reports—Light monsoon weather.

Captain J. Riley, of the steamship *Idomenus*, from Amoy, reports—Fine clear weather and moderate N.E. winds.

Captain Gordon, of the steamship *Felching*, from Shanghai, via Amoy, reports—Light variable winds, dull and overcast weather.

Captain F. Jamieson, of the steamship *Singer*, from Tientsin, via Chefoo, reports—Moderate wind and clear atmosphere, sea smooth through the passage.

Captain Edward H. Bayly, R.N., of H.M.'s cruiser *Aurora*, from Wei-hai-wei, reports having met H.M.S. *Waterwitch* at Sam Sah on 7th December.

Captain J. S. Roach, of the steamship *Hasten*, from Swatow, reports—Swatow to Hongkong fine clear moderate monsoon. Vessels in Swatow on 9th inst.—*Kalgan, Halimun, Trym*, and *Taisang*.

## FRANCE IN AFRICA.

PREPARED TO SEIZE MOROCCO.

LONDON, November 2nd.  
*S. James Gazette* (London) published an article dealing with the French policy in Africa. It states, amongst other matters, that France is preparing a strong military expedition to be sent into Morocco with a view of seizing that State.

The French territory in Northern Africa consists of the whole of the seaboard of Algeria, stretching backwards into the country to the south for 10deg. of latitude, and thence indefinitely through the French Soudan. A line has also been drawn south-westerly from Algeria, following the coast line of the Moorish tribes, to Senegambia, at Cape Verde. Morocco is included under this boundary, which would give the French a coast line of many hundreds of miles in the Mediterranean Sea and Atlantic Ocean.—*Star*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form, having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following—"I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."—D. P. KENNA, I.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—[Advt.]

## Intimation.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

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ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK. INCLUDING—

BATTERIES,

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SWITCHES,

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WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimated given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 18th January, 1899. [135]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars removed or old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 23rd April, 1899. [149]

## Shipping.

### STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

### HAITAN.

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LA PRAIAK & Co., General Managers, Hongkong, 11th December, 1899. [1525a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

### ARRATOON APCAR.

Captain E. Fey, will be despatched for the above Ports, TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents, Hongkong, 11th December, 1899. [1509a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

### KIUKIANG.

Captain Arnold, will be despatched as above TO-MORROW, the 12th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 9th December, 1899. [1525a]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIODO AND YOKOHAMA.

THE Imperial German Mail Steamship

### "PREUSSEN."

Captain Hall, will be despatched as above on THURSDAY, the 14th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 9th December, 1899. [1525a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO.

THE Company's Steamship

### "SZECHUEN."

Captain Hall, will be despatched as above on THURSDAY, the 14th instant.

